

THE REPUBLIC.

WASHINGTON:

MONDAY MORNING, AUGUST 1, 1853.

Norfolk and Louisville United-Railroad Ratification of the Compromise.

Our readers will, we hope, pardon a theory which may, like all others, occasionally impel us to extremes. It is: that the permanence of the Union depends upon the facilities of intercourse, and the intermixture of interests amongst the people of the United States. In this point we regard every avenue of intercommunication, every dollar of investment which tends to render the social intercourse of sections more intimate, or to implicate their interests in the mutual preservation of order and the rights of property, as of more importance than any possible organization of parties, any possible pledges from politicians, or any possible influence of argument or eloquence which might be employed upon the same momentous object. It is in this point of consideration that we have taken up "the report of C. F. M. GARNETT, esq., Chief Engineer of the Virginia and Tennessee Railroad, upon the proposed connexion between the railway system of Kentucky and Virginia." The report is perfectly conclusive that the work is perfectly and easily practicable. It establishes a direct and continuous road from Louisville to Norfolk of seven hundred and nineteen miles, with no grade against the trade of more than sixty feet to the mile. It crosses the summits of the Blue Ridge, Alleghany, and Cumberland without a tunnel, and, with the exception of that portion of the line within the State of Kentucky, the whole route is under construction. We may mention, as a curiosity in the location, the adoption by the engineer of a natural tunnel in Scott county, Virginia. This tunnel is "formed by the passage of a creek for five hundred feet through the base of a mountain. It varies very little from a straight line." "For much of its length it is fully forty feet wide by thirty feet high;" it has "a perpendicular face of about four hundred and fifty feet above the mouth of the tunnel," and it will require very little work to fit it for the passage of a railroad." The whole work being perfectly practicable, the descriptions and statistical exhibits prove that the interior of both the States are fertile, and that an amount of population and of products already exists along the line sufficient to render the stock valuable to those who may make the investment.

But it connects the falls of the Ohio with the port of Norfolk by a line of seven hundred and twenty miles, and a time of thirty hours. The average cost of the road made, and to be constructed, will not average \$20,000 per mile. The whole extent of the line lies through a country contributing at every point to its maintenance. Such a line can be constructed, worked, and maintained, in competition with any rival route, and in competition with a water-borne commerce down the Mississippi, across the Gulf, around the capes of Florida, and along the Atlantic coast. In comparison with the latter route it saves time and insurance, avoids climatic injury to perishable cargoes. It will be another of those commercial erections in the commerce of the Mississippi destined to affect the prosperity of New Orleans and the Gulf cities, against which they can only protect themselves by the development of their trade area below Memphis, the whole country on the shores of the Gulf, the trade of the West Indies, Central and South America, both on the Atlantic and Pacific shores. Thus, although these commercial erections will pour the productions of the West destined for the northern ports of the United States and Europe directly across the peninsula which separates the Mississippi from the Atlantic coast, there will be in the concurrent development ample material for all the cities that desire to participate in it.

But returning from a digression not material to the argument of this article, we ask is there no political result in this connexion to be established between interior States and Atlantic seaports? It is obvious that a producing section stands to an exporting city in the general relation of merchant and customer. The State of Kentucky has heretofore conducted her trade and travel intercourse through other States and cities. She has now a more advantageous route opened through the Commonwealth from which she sprang. Kentucky, the first-born of Virginia, has been so long separated from her parent, that the relationship between them was almost traditional. A travel-stained and sun-tanned stranger emerges from the forest; he is followed by a retinue bearing magical instruments of glass and ivory. He publishes the strange facts that we have received. He is received "not merely with favor, but with enthusiasm." "The friends of improvement, the business men, the editors of various journals—than whom a more talented corps is rarely to be found—all express the deepest interest" in the fact that the mother and daughter may be again united.

Is there no political significance in the following declaration?

"There are few Kentuckians in whose veins the blood of Virginia does not flow; and many of the virtues of the Virginia character seem to have received new impulse and vigor from the soil in which they have been transplanted. The daughter will aid, with zeal, in renewing and strengthening the ties, which may have been weakened, but never broken, between her and the mother State."

This change of commercial relations—this banding of States together—this development of production and trade—this organization of industrial interests—this establishment of sectional independence—this interweaving of sectional relations—are all results of the artificial channels of intercommunication now projected throughout the Union, and particularly in the South. If that system shall be perfected, the machinations of the enemies of republican freedom—the fanatical spasms of abolition—will scarce produce a tremor throughout the framework of our political structure—the Compro-

mise, adopted by a patriotic concession of sectional interest, will be ratified by an union of sectional interest, and the Union—its fabric of compromise—will be indestructible.

Purchase of the Public Loans.

The Secretary of the Treasury has given notice to the holders of the six per cent. stocks of the United States, of the loan authorized by the act of 28th January, 1847, and redeemable the 31st of December, 1867, and of the loan authorized by the act of 31st March, 1848, and redeemable 30th June, 1868, that the Treasury Department is prepared to purchase, at any time between the 30th of July and the 1st day of December next, to the extent of the sum of five millions of dollars of the said stocks, in the manner and on the terms hereinafter mentioned, to wit:

In case of any contingent competition, within the amount stated, preference will be given in the order of time in which the said stocks may be offered. The certificates, duly assigned to the United States, must be transmitted to this Department, upon the receipt whereof a price will be paid, compounded of the following particulars:

1. The par value or amount specified in each certificate.
2. A premium on said amount of twenty per cent.
3. Interest on the par of the certificate from the 1st of July, 1853, to the date of receipt and settlement at the treasury, with the allowance (for the money to reach the owner) of one day's interest in addition.

Payment for said stocks will be made in drafts of the treasurer of the United States, on the assistant treasurer at Boston, New York, or Philadelphia, as the parties may indicate.

New Publications.

"PUTNAM'S MONTHLY," with its sea-green cover, its fresh and vigorous articles, but for once entirely destitute of ornament excepting its jewels of thought and fancy, is with us again in the number for August.

This magazine may be found at FRANK TAYLOR's bookstore, Pennsylvania avenue near Sixth street; and at SHILLINGTON'S, corner of Pennsylvania avenue and Fourth-and-a-half streets.

HARPER'S MAGAZINE for August has arrived. Among its various articles, we are well pleased with a partial perusal of one entitled "A Ride with Kit Carson." This number is as usual embellished with numerous engravings.

On sale at SHILLINGTON'S.

"HOUSEHOLD WORDS," FOR AUGUST.—All who know Charles Dickens need no commendation of this work, the merits of which we have frequently noticed.

Published by McELRATH & BARBER, New York, at twenty cents a number, or \$2 a year.

THE WESTMINSTER REVIEW.—The July number of the American reprint of the English periodical bearing this title has been received.

It may be obtained of Messrs. TAYLOR & MAURY, booksellers, Pennsylvania avenue, near Ninth street.

CHOATE'S EULOGY OF WEBSTER.—The Hon. Rufus Choate, of Massachusetts, delivered at Hanover, New Hampshire, on the 27th, a eulogy on the life and character of Daniel Webster, which is highly spoken of by those who heard it. The New York Mirror says of it:

"The eulogy is considered the most brilliant, eloquent, and profound that has yet been uttered to the memory of the great orator and statesman. It examines him through all his career; contrasts him at his several epochs, and in his varied characters, with illustrious contemporaries; and contemporary; it contemplates him in the forum, at the bar, in the Senate, in the Cabinet, and most sublime and beautiful of all, in his pastoral home, among the fields his hands cultivated, and the flocks and herds on which his mortal eye gazed with such fond delight. It is a great eulogy—rising to the grandeur of its theme, and will endure as a monument of the affection of genius for greatness, longer than memorial, stone, or brass."

HON. T. BUTLER KING.—In our telegraphic column yesterday was a paragraph stating that the Hon. T. Butler King, late Collector at San Francisco, had been charged with using a hundred thousand dollars of Government funds. We learn this morning that the charge is said to have originated in a journal published at San Francisco. It is a pure fabrication. Mr. King organized the custom-house at San Francisco under circumstances of peculiar difficulty, and was compelled to assume many responsibilities in cases not provided for by law. In all such instances his course was approved by the Treasury Department; and though as a public officer he was not acceptable to the lawless part of the population of the city, he received the most flattering testimonials of respect and confidence from the most eminent of the commercial community. No man living has a more nice sense than Mr. King of duty and responsibility, and we do not hesitate to pronounce any imputation upon his integrity as a public officer as a base calumny.

[Boston Transcript, July 28.]

ELECTIONS will be held to-day in Kentucky, Missouri, and Arkansas for members of Congress and Legislature; and in Alabama and Texas for Governor, Congress, and the Legislature. Only two members of Congress are to be elected in Missouri. In North Carolina and Tennessee the elections will be held on Thursday next, the 4th of August—for Congress in North Carolina, and for Governor, Legislature, and Congress in Tennessee.

DEATH BY STEAMBOAT MACHINERY.—A man named John Hawthorn, freeman, was killed on board the steamboat Cataline, lying at Peck slip, New York, on Friday. The swell caused by the steamboat North America as she came into the wharf, it is supposed, set the wheels of the Cataline in motion, and brought down the piston, thereby crushing him. What the deceased was doing among the machinery is not known, as he was not employed to oil it, nor had he any business there.

NO YELLOW FEVER AT PHILADELPHIA.—The papers of Philadelphia contradict the report conveyed by telegraph of the existence of yellow fever in that city. But one case resembling that disease is said to have occurred, and that originated from the bilge water of the barque Mandarin, which vessel has been ordered to the lazaretto to be cleansed.

AN OMNIBUS CRUSHED BETWEEN RAILROAD CARS.—An omnibus driver having attempted to pass with his omnibus across Tenth avenue, New York, on Friday afternoon, when two railroad cars were approaching in opposite directions, his vehicle was crushed between the two cars, and two of his passengers, a gentleman and lady, much injured, although the driver himself escaped unhurt. The cars were not damaged.

WILLIAM COLLEN BRYANT, editor of the New York Evening Post, has had the degree of Doctor of Laws conferred on him by the Union College of Schenectady, New York.

WASHINGTON GOSSIP.

WASHINGTON, July 31, 1853.

Mr. Daniel E. Sickles has been appointed Secretary of Legation to London, as I supposed he would be. He is an accomplished gentleman, an eminent lawyer, and will undoubtedly make an able officer. He has been for a number of years one of the shrewdest leaders of the Young Democracy of New York, and latterly connected with the wing known as the Hards. He is, however, much "in advance" of most of the leaders of that wing in all matters of foreign policy, and his appointment should certainly be set down to the account of "Young America," notwithstanding the political company he has kept so long. Though a singularly expert wire-worker—the very soul, indeed, of the New York Hard-shell clique—always present at the primary meetings, and engaged actively in every scheme to promote the party success of "the Democracy," he is a much better man than most of the operators with whom he associated. Indeed, it has often been matter of surprise that one so gentlemanly in his address, and so refined and accomplished withal, should have such familiar associations with the pot-house politicians of Tammany. It is only another exemplification of the proverb that "politics make strange bed-fellows." He left the city yesterday afternoon with his mission, which was signed by Assistant Secretary Mann. Indeed, it is stated that Mr. Marcy expressed his preference that some one else than he should sign the commission of the inveterate Hard-shell. Query: Did the fact that he would be a hard pill to Mr. Marcy influence his selection by Mr. Buchanan, or have the "Harmonious" really resolved to let by-gones be by-gones?

Mr. Buchanan positively sails for Liverpool on Saturday next, and Mr. Sickles hopes to get off with him, although it is not certain that he will do so.

Mr. Marcy left the city yesterday afternoon for the Berkeley Springs—honestly, I believe.

Mr. Jackson, of Georgia, is expected here this week on his way to Austria, as United States Charge.

I do not believe there is shadow of foundation for the rumor that Colonel James Gardiner, editor of the Augusta (Ga.) Constitutionalist, will get the mission to France. Dix is the man—after the elections.

A contract was sometime since made with Howland & Aspinwall to purchase and transport to the China or Japan seas, supplies of coal for the Japan squadron, for which they received a commission of ten per centum on all expenditures. These commissions will amount in the aggregate to about \$25,000. There is a probability that the Navy Department will change entirely the system of purchasing coal for the navy, saddling that duty on the Navy Agents, and thus saving the commissions. A good move, truly, if it works well. I understand, in fact, that the coal agency heretofore so piteously filled by Colonel Jamison has been abolished.

Mr. McClelland, Secretary of the Interior, has returned to the city from his western trip.

Mr. Walker has gone to New York, but there is still no indication of any effort by the Government to furnish him with the means of getting to his post. This subject of the inefficiency of our navy is growing upon public attention. If our steamers were good for anything, there would be no difficulty in supplying this present imminent necessity. The fault is in the cheap machinery, constructed by the "lowest bidder," and therefore in haste. They manage better in the English navy, where they put their engines together in the machine-shops, set them running, and keep them running for three or four months before putting them into the hull. This is much better, and far more satisfactory, than on "trial trips," when it is too late to remedy readily any important defect. When we get Government machine-shops we may hope to secure similar precaution; until then we shall continue to have Princeton and San Jacintos in the exact ratio of the increase of our steam navy. Then, too, we can have engines built in advance ready for use; and, as hulls can always be constructed at very short notice, we will be in a situation at any time to get up a powerful steam fleet to meet a sudden emergency.

ZEKE.

COAL.—The New York Journal of Commerce of Saturday says:

"The coal-yards of the city are better filled than is usual at this season, dealers having taken the precaution to make early provision for the winter's demands. The dealers are seeking to obtain an advance over last year's rates, and are in no haste to fill orders till an increase of railroad tolls shall justify them in demanding it. The revival of the iron trade has caused labor scarce and high, and furnishes the railroad with a large amount of freight, which receives the preference over coal. Liverpool sells from the yard for about \$12, and red ash (screened) for \$5 a ton."

"But few persons probably ever trouble themselves to inquire what becomes of the great quantities of coal dust or small particles that remain after screening coal. It is not altogether worthless. Nearly all of it is sent up the river on vessels, where the hard nature of coal is used in burning the numerous brick-kills. The screenings of the Liverpool are used in powder-works and by blacksmiths."

In regard to the supplies of Lehigh and Schuylkill coal, the Philadelphia Ledger of Saturday observes:

"Shipments of coal on the Lehigh for the week ending with the 22d instant amounted to 41,572 tons; showing a gain of 1,775 tons on the preceding week and an excess of 4,013 tons over the shipments for the corresponding week of last year. To the above date the shipments amount up to 509,709; being an increase over those to the same time last year of 30 tons. From the mines of the Lehigh Company the shipments for the week were 18,619, for the season 288,504; being 12,039 tons in advance of the shipments to the corresponding time last year."

The Reading Railroad brought down for the week ending on Thursday of this week 39,832 tons, being an increase of 1,377 tons on the preceding week; the aggregate, however, is 39,128 tons short of the tonnage of last season to the same time. The Schuylkill Navigation brought down for the week 37,829 tons, an increase of 2,841 tons on the previous week, and an increase over last year to the same time of 30,646 tons. The tonnage by the three lines for the week is the largest of the season, reaching 109,253 tons."

THE EARL OF ELLSMERE.—Of this nobleman the New York Courier and Enquirer says:

"The Earl of Ellsmere, it is understood, intends to devote much attention to art during his visit to this country, and within a day or two past has examined the best works of several of our principal landscape painters. In the course of his visits he took the opportunity to give Mr. Kennett carte blanche for two landscapes. Such a compliment, from a gentleman of his lordship's acknowledged taste, is well bestowed upon a painter whose landscapes add to the charm of freshness and originality of treatment a truly American character. The pictures when hanging in the Bridgewater Gallery cannot fail to be recognised as the fruits of genius under American skies."

The Commercial Advertiser learns also that the Earl has ordered from Mr. Barlow one of Sharp's rifles, and various other firearms for sporting, having them all entirely of American manufacture.

ALEXANDRIA ITEMS.—The August term of the county court for this county commences to-day, (the 1st,) Magistrates—Messrs. Fowler, Rogers, Brown, Hunter, and Harper.

Mr. James S. Halliwell is about building a large and elegant female academy on Prince street, between West and Payne streets.

Extensive repairs are being made on the porticoes in the market square.—Gazette.

Spain and Her Minister.

The New York Journal of Commerce of Tuesday has the following editorial:

"The Queen of Spain has appointed as her minister to this country Don Bravo Gonzalez. He is, as we are informed, a man of intelligence and character, and has been a member of the Queen's Cabinet, and is about forty years of age. He is eminently a conservative, and devoted to the support of the Spanish dominion as it is, and will be the last man of all the Queen's subjects to agree to the cession of Cuba, either to the United States or to any other power."

"The selection of such a man as the minister to the United States at this time is no doubt designed to counteract the policy attributed by Spain to this Government in regard to Cuba. It is a set off against our appointment of Mr. Soule, who, though he does not approve of acquiring Cuba by purchase, would be willing to promote its acquisition in some other way, and is probably to be so instructed."

"The presentable and worthy representative of Spain in this country is not, as has been stated in some of the newspapers, the individual who has been appointed as Minister of Foreign Affairs in Spain, though the appointee is of the same name, Don Luis Calderon de la Barca is recalled, and will be relieved from further diplomatic service, being over sixty years of age, and placed, according to the usage of the Spanish government, upon the diplomatic pension list, with a liberal allowance."

It is not for us to question what the Journal says of the new minister coming from Spain, of whom we know little, although we have reason to believe that the motive assigned to the Spanish government for selecting Mr. Gonzalez is entirely imaginary. But, much to our own and the regret of the very wide circle of our countrymen who have had the pleasure of knowing the present highly-respected Spanish Minister during his long residence in this country, and his most esteemed family, we are obliged to contradict the second paragraph, and to inform the Journal that it is the present Minister, Don A. Calderon de la Barca, who has been honored by his sovereign with the post of Minister of Foreign Affairs at home. Though this promotion is a high and deserved distinction for Mr. Calderon, which must be gratifying to his numerous friends in this country, the withdrawal of himself and his accomplished wife from the circles which they have so long adorned cannot be viewed without great regret.

[National Intelligencer.]

THE NEW YORK VOLUNTEERS AND GENERAL QUITMAN.—A large meeting convened at the Astor House, New York, on Friday evening, on the occasion of breivetting the officers of the first regiment of New York volunteers, in pursuance of a recent act of the legislature of that State. The following were among the persons present:

Major General Quitman, of Mississippi; Colonel Burnett, Judge Advocate General Elijah Ward, General A. Ward, Major General Eaton, of Tennessee; Sir John Acton; the Earl of Mountcashel, Ireland; the Hon. Mr. Moore, also of Ireland; Mr. Mathew, her Britannic Majesty's consul for Pennsylvania; Major General C. W. Sandford; Major Fitch; Captain Fairchild; the Indian chief, Don-eh-ra-na, Grand Sachem of Six Nations; Hon. Mike Walsh and John Wheeler, M. C.'s from New York city; Judge Campbell, Charles P. Daly, and others.

An address was delivered by General Elijah Ward, which was replied to by Colonel Burnett; after which a handsome banquet was given by the volunteers to General Quitman, who, in reply to a toast, made a complimentary address.

SAILING OF THE FRANKLIN.—The steamship Franklin sailed from New York on Saturday at noon. Among the passengers was Mr. Levasseur, French minister to Mexico, C. A. Bristed, Mr. Bierworth, and others. She took \$850,876 in specie.

SAILING OF THE MANCHESTER.—The steamer City of Manchester sailed from Philadelphia for Liverpool on Saturday, with fifty-six passengers, \$20,000 in specie, and a large freight.

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Arrival of the Georgia.

The United States mail steamship Georgia, Captain McGowan, arrived at New York on Friday afternoon from Aspinwall, which place she left on the 20th instant. She has brought the United States mails, a large number of passengers, and \$1,608,463 in gold. The Commercial Advertiser gives the following summary of her intelligence:

"The California intelligence by the arrival is to the last instant, no later than that previously in our possession."

From the Isthmus.

We have Aspinwall papers to the 19th, and Panama to the 17th instant.

The Panama papers state that the health of that city is excellent, and the reports of sanitary matters from other parts of the isthmus are favorable.

The extra session of the Congress of New Granada closed at Bogota on the 15th of June. A correspondent of the Panama Star says:

"The law was sanctioned by which civil and religious matters are entirely separated; also was passed by the two houses the law regarding matrimony, which recognizes marriage as a simple contract, and provides for divorces in some cases, and almost at the will of the parties; but it has not yet been officially promulgated."

"Nevertheless, this will have to be done, because annulled, as the anterior canonical dispositions which regulated that affair are already by the law regarding religious liberty, no one could be married for the space of one year."

"The disorders of which the capital has been the theatre are being calmed. The administration is now going on in a rational manner, in which state it has not been for the last two months."

"It has resigned itself to the necessity of accepting the new constitution, which in reality it did not like, because it is now convinced that its fall would have been inevitable if it had manifested any opposition."

"All the government officials here are conservatives, but with ideas which favor first the existing authority. But they will have to be convinced that the world is not their property, and that they will have to accept and discharge their functions in the manner and to the extent the people require."

The advices from Bogota were to the 23d of June. The country continued in a very disturbed state, and another young man had been killed in a political disturbance.

Señor Florentino Gonzalez was recovering from his wounds.

General Herrera was to leave the seat of government for Panama at the end of July.

On the night of the 3d instant a fire took place at Cruces that consumed the greatest part of the town, and destroyed a large amount of property. Mr. Joy said to have been the heaviest sufferer, or, his losses being estimated from \$15,000 to \$20,000. The fire is supposed to have been the work of an incendiary.

A report was in circulation on the 2d of July that a mule load of gold was stolen, near Savannah Grande, from the train that was taking to Cruces the specie brought down by the Golden Gate.

The report originated in a mule having strayed away from the conductor of the train. He was afterward found and the money recovered.

The Panama papers announce officially that the Bolivian dollars are not to be received in the government offices there, and that the French five-franc piece, the American, Sardinian, Belgian, Spanish, Mexican, Peruvian, and Chilean dollars are to be received at the rate of ten reals.

The Spanish *petate*, the French and Belgian franc, are to be received for two reals, and the American dime for one.

Captain Hunter, of the United States Navy, left Panama for Valparaiso in the steamer Bogota on the 7th inst.

From South America.

We copy the following from an abstract in the Panama Herald:

CHILE.—The Chilean Congress was opened on the 1st of June by the President, Sr. Montt. Advices from the Straits of Magellan hold out some hopes that Colonel Philippi has not been murdered, on his exploring expedition into the interior, as is supposed, but that he is kept a prisoner by the savage Indians of the district.

The American ship Telegraph, fourteen days out from Valparaiso, with a cargo of copper, has put back leaky. On the 3d, when in latitude 46.3, she struck her keel during a dark night upon what the captain supposed to be a water-logged vessel.

BOLIVIA.—We have received a letter from La Paz dated June 3. Owing to the unsettled state of the country, and the blockade of Cobija, (the only Bolivian port,) intercourse is almost entirely cut off with the country, and the post office is not considered a safe medium of communication, as letters are opened and read by the officials.

Belzu is said to be raising troops in all quarters to meet the Peruvian army, and a contest is looked for. It is impossible to say which party will gain.

Bolivia has hitherto beaten Peru, but the chances are now said to be in favor of the latter, owing to Belzu's course being unpopular with the Bolivians generally.

The United States Minister is now the only representative of the diplomatic corps near the Bolivian government, all the other ministers having been compelled to leave from repeated and aggravated insults offered them by Belzu and his minister, Bustillo.

PERU.—We have received Lima papers to the 25th. Relative to the dispute between Peru and Bolivia, we learn that the former has seized Cobija.

SOLAR PHENOMENA.—This morning the disc of the sun presented a veined appearance all over. Near the edge of its right, upper quadrant, was perceptible a very large and brilliant facula, or light streak, lying almost parallel with the edge. Just to the left of this was a small spot, or macula, and in the left, lower quadrant, was a considerable group of well-penetrated maculae, or dark spots. The entire body of the sun appeared of a light ash-grey color, marked in irregular squares, diamonds, parallelograms, &c., of brighter outlines. The group of spots must have extended some 25,000 or 30,000 miles in length.

[Boston Traveller, 29th ult.]

FROM VENEZUELA.—By the arrival of the brig Arve, Williams, master, we have advices from Caracas to the 16th instant. The health of the island is restored, the fever having entirely disappeared.

The trouble in Venezuela has not yet subsided, but still exists, especially in the southern parts. President Monagas has called the fleet home in great haste.

The trade between Curacao and Venezuela is dull.—N. Y. Jour. of Commerce, 30th ult.]

BOSTON, July 30.—A desperate encounter took place last night between the New Harbor police and two river thieves, who had been boarding and robbing vessels at this port, disguised in masks, and sometimes using chloroform. The robbers were seen leaving a vessel in a boat, and were pursued and captured.

They afterwards escaped and were again pursued, the robbers firing five times at the officers, who returned the compliment; but without effect on either side. One of the robbers was finally struck down by a watchman, and the other was run down. They were armed with two six-barrelled revolvers each, and several gold watches which they had stolen were found upon them.

A third member of the gang was arrested this morning. Their names are George Taylor alias Kelly, William McLaughlin, and Henry Kelly alias Allen. Upon them was found a large amount, stolen from the brig Martha Wilder, boarded July 26th. The captain was put to sleep with chloroform, and his pantaloons robbed of \$375.

ROCK FISH.—Myriads of rock fish suddenly appeared yesterday about noon on the Jersey shore, extending from South Camden to Eagle Creek, and were taken in great numbers. The fish generally were small. [Philadelphia Bulletin, 29th ult.]

The Eastern Question in Parliament—Latest Ministerial Explanation.

In the British House of Commons on Thursday evening, July 14, Mr. Disraeli adverted to his previous remarks of the subject of the eastern troubles, and said that, as things had now come to what is called a "dead lock," he thought it advisable that government should fix a day for Mr. Layard's motion on the matter, in order to have it fully discussed.

Lord John Russell, in reply, stated that he (Russell) had in error made a misstatement respecting the meaning of Count Nesselrode's circular, but on re-perusing that document he admitted that it bore on its face the interpretation that Russia intended to make the withdrawal of the allied fleets from Turkish waters the condition of the evacuation of the principalities. He (Russell) had been unwilling to accept this meaning, because he did not think it possible that two things so totally unlike and diametrically as the occupation of the principalities, and the presence of a fleet in the port of an allied power, could be compared with each other, or that Russia could conceive itself justified in demanding that the English and French fleets should leave the Turkish harbors before its troops should evacuate the principalities. He was also astonished that a person of Count Nesselrode's acuity and experience should affix his name to such a document. With respect to the honorable member's (Mr. Disraeli) supposition that negotiations on the subject had come to a "dead lock," the contrary was the case. Both the French and English governments had considered that there are propositions which might be acceded to both by Russia and Turkey, which would be the means of obtaining a pacific solution of these unfortunate differences. Whether or not these hopes will be justified, we cannot know immediately. Some time must elapse before we can learn from St. Petersburg what the view taken by the Russian government of any mode of settlement which either England, or France, or Austria, may arrive at, and while matters are in this state of negotiation discussion is not advisable.

EXCITEMENT AT BOONVILLE.—The telegraph yesterday apprized us of a disturbance at Boonville, Mo., on account of a temperance lecturer, named Ross. Such were the apprehensions of the mayor that he issued the following extraordinary proclamation: